Baseball Boxing Boating

SPORTS

Racing Bowling Rowing

Polo Field At Kapiolani Park

Kapiolani Park will soon have a fine polo field, and then the game will boom as never before. All the arrangements for going ahead with the forming of a first class polo field have been made, and a start is to be made at once on the proposition.

The Public Works Department has given 5000 cubic yards of splendid soil to be used as a top dressing on the ground. The soil, which is of the same kind as was used to fill in on the waterfront, will be hauled by the Rapid Transit Company at the expense of the Polo Club.

The earth which is to come from the Nuuanu stream, is particularly good for the purpose it is intended for. It binds well and after a few weeks settles down in great shape; the sandy patches at Kapiolani will be much benefited by the application of the top dressing and once the proper sized polo field is marked off, the transportation of the soil will begin.

\# \# \#

Wall Cup Play; Gee vs. Warren

This afternoon on the Beretania street courts the Wall cup will be fought out for between E. S. Gee and W. L. Warren. The latter has already won the cup twice, and if he defeats Gee this afternoon, he will become the owner of the cup.

Gee is playing in fine form just now, and the match between he and Warren should prove as exciting as any ever played in this Territory. The match will start at 4 o'clock, and a large crowd of spectators is expected to visit the courts and take in the game.

The men have different style of play and, while Gee goes in for hard hitting and placing Warren is up to all the finer points of the game, and is a remarkably heady player.

The best three out of five sets will be played, and it is safe to say that the whole five will be played before the fate of the cup is decided.

\# \# \#

Kalihis Send Men To Try Big Ball

At a special meeting of the Oahu Baseball League, which was held last evening, the matter of allowing junior ball players to play with the seniors was discussed.

A letter from Charles Falk, president of the Honolulu League, was read, but the Juniors did not like the idea expressed. Three of the teams opposed the scheme for some strange reason, and only the Kalihis seemed to favor the proposal.

It was finally decided that the Kalihis be allowed to send no more than five men to play for the big league. The reason that the Marines objected to the new change was that Major Long did not want the men to play ball on both Saturdays and Sundays.

However, something is gained by the privilege the Kalihis have gained and it is hoped that is the thin end of the reform wedge.

SUBMARINE VILLA.

Stubb—"How is that suburban cottage you bought? I understand it is a debt?"

Penn—"Yes, a floating debt."

MOTOR CAR JOTTINGS.

No Franklin motor cars of 1910 model are to carry extra tires. This innovation is the outcome of a growing realization that extra tires are entirely unnecessary if the tire equipment size is right for the automobile weight. Undoubtedly the greatest annoyance today in automobiling is tire trouble. This is due to the strain being greater than the sustaining ability of the tires. The loading down of the running board with equipment in such a way as to close the entrance to a seat, as has been the practice of the past few years in carrying extra tires, has produced much dissatisfaction among users of motor cars.

The Franklin cars are of light weight for their size and because of that fact are particularly easy on tires. To improve this condition for 1910 there has been an increase of size of tires for all Franklin models. The light weight and the larger tires also minimize the road shock, thus prolonging the life of the tires and increasing the riding comfort of the passengers.

Tire troubles in the past have been negligible in the case of the Franklin; for 1910 they will be more so because of the use of the larger size of tire. In the numerous endurance and reliability contests in which 1909 models participated tire trouble with the Franklin entries was almost unheard of.

Heat treating of metals for use in automobile construction is a process which has been rapidly developed within a few years. One of the first motor car factories at which was established a chemical laboratory, which is a basic essential in the effective handling of high-grade steels and other metals, was that of the H. H. Franklin Manufacturing Company at Syracuse, N. Y.

Despite the popular belief experts in heat treatment of steels say that there is nothing mysterious about their work; that work, however, is one of extreme delicacy, the seeming mystery and novelty of which arise from a multitude of variables that must be controlled to produce the perfect article. It is not only in the attainment of high grade but the maintenance of uniformity of that grade through parts which are produced by the thousand that the benefit of a laboratory and heat treating system like that of the Franklin works is made evident. It is recognized as a much less difficult thing to produce a single article or an occasional article of high grade than it is to go on producing duplicates of equal strength and service power month after month.

The crystalline structure of steel in relation to heat treatment is dependent upon five factors: temperature, time of heating, mass, rapidity of cooling and disturbance in the way of mechanical work during cooling. Annealing, hardening and tempering are governed by these. The same steel may be put successfully to two dissimilar uses by subjecting it to differing heat treatments. In one use it may need to be case hardened, in another have great tensile strength, in another have great toughness; either brittleness or ductility may be wanted. By the right kind of treatment therefore its power for service can be constantly being made the subject of greater study. In th Franklin plant the work of the furnaces is given the closest scrutiny. Electric pyrometers supplement the judgment of skilled workmen in determining the critical point at which the treating has produce the greatest efficiency of the kind sought. The extensive use of high-grade steels in this country is due almost entirely to the coming of the automobile, and there is promise that the automobile more than anything else will be responsible for their farther development.

Married vs. Single Cricket Match

There should be a good turn out of cricketers at Makiki this afternoon when the Benedicts and the Bachelors try conclusions on the local pitch.

It is rumored that the baseball players who did such good work a couple of weeks ago at the ancient game are again going to give the cricketers an exhibition of fast and accurate fielding.

The game today will start at 2:15 o'clock, and all players who care to take part in the game should be on the ground at that time. Archie Robertson, if he plays, will, no doubt, give as good an exhibition of batting as he did on his first appearance.

The married men will have the benefit of Bob Anderson's services, adn he is a host in himself. Although batting with hard luck lately, Bob is due to make a big score soon; maybe he will make a century today.

\# \# \# \# \# \# \# \# \# \# \# \# \# \# \# \# \# \# \# \#

John Hoffman, one of the wealthiest farmers of the State of Washington, has recently purchased a new forty-horse power White Steamer runabout —the third automobile bought by him this year, and all of them Whites.

Early in the spring Hoffman made the purchase of his first machine—a handsome, forty-horse power seven-passenger touring car for family use, buying another twenty-horse power runabout for his own purpose. Recently his son, who lives on his ranch at Starbuck, found the automobile so valuable an asset on the farm that he appropriated his father's big touring car, and in order to secure its return, the latter presented him with his own runabout.

As the harvest drew near Hoffman concluded that a car was indispensable in his work and a short time ago procured the forty-horse power roadster he is now using in reaching his different ranches, which are situated miles apart and which he can now visit daily if he desires—a thing which previously would have been an impossibility.

Competing against cars of larger size and weight and greater power, a Cadillac ("Thirty" won the Johnson cup in the fourth annual reliability tour of the Binghamton, N. Y., Automobile Club. The winning car is owned by Dr. Jeremiah McDonald of Binghamton and was driven by Harry Doherty.

The run was from Binghamton to Boston and return—a distance of 800 miles—and the Cadillac's score was perfect, no trouble whatever being experienced—not even with the tires.

Lewis Strang, who is making such a successful record throughout the South and East in all the speed and hill-climbing meets with a Buick-40 stock car, gave a vivid demonstration of the pluck and grit of which he has so bountiful a supply, at the Columbus, Ohio, meet on July 3d, when in the 100-mile American championship event, after lowering the world's record for each mile from the fiftieth to the ninety-fifth, he tore three tires from his car, but continued and finished the race on three naked rims, averaging one minute and six seconds to the mile, and making a most gallant and spectacular fight to win, but was passed by Burman (also in a Buick-40), who was pressing him very closely at the time he threw his tires.

Burman finished first, lowering the world's record from the ninety-sixth mile, where Strang's speed slackened by reason of his accident, to the 100th mile.

Strang on three rims finished second and a Buick "22" was third. Incidentally the Buicks won first and second in the seven events entered at this meet.

According to present plans of the officials of the Automobile Club of California, the proposed road race to be held on the Alameda county course during Portola week will be the greatest event for strictly stock cars ever held in this country. Not only will the best of the Eastern stock racing cars be brought to this city, but every effort will be made to get the famous French and other European drivers to handle cars in the event.

Murray Page of the Locomobile Company will be one of the best-known local drivers to take part, driving one of their regular 40-horsepower stock cars. Chevrolet, Burman and Strang, the Buick racing team, are expected to be on hand, while Charles Soules with a Stearns, Louis Tichner with a Lozier, Bert Dingley with a Chalmers-Detroit, and George Robertson with a Hudson are among the other well-known racing experts who will be found among the contestants.

California holds the record for stock-car racing, having beaten all Eastern records when Hanshau drove his Apperson 200 miles at a 64-mile-an-hour mark. In fact, the only event ever held in this country in which this time was equaled was the Savannah race last season, when the finest of the foreign and American cars which had competed in the Vanderbilt cup contests took part. The time of the winner at Savannah was only two seconds better than the time of Hanshau and his Apperson.

With this record to uphold, the local motor-racing enthusiasts will have to exert every effort to have not only a fast course, but to get the best cars and drivers.

The first Franklin motor car of 1910 model to enter a contest is the one which recently broke the world's record for gasoline economy by going 46.1 miles on one gallon of gasoline in a competition held by the Automobile Club of Buffalo. In the way of performance this constitutes an introduction of the 1910 Franklins to the automobile public.

The record made is just 10.3 miles better than that of 35.8 miles, which a 1909 Franklin had set as a world's record only a few months before, in a contest held under the direction of the New York Automobile Dealers' Association.

Everett Wilson and family, of Pekin, Ill., have just returned from a 3,200-mile tour in a Franklin automobile to the seaboard of the New England states and back.

The trip was such a success, having been made without mishap of any sort, that they are now waiting to repeat it. A stop was made at Boston, and the tourists went on from there to Portland, Me., and various seacoast resorts. The car is a forty-two horse power touring car carrying seven passengers.